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Claims

~~1. Final drive to drive a vehicle wheel having a drive motor (1) not coaxially~~ situated relative to the wheel axle and which via reduction steps (3, 11) drives a wheel which can be braked by a brake (15) situated within a wheel rim (120, characterized in that said reduction (3, 11) are disposed directly adjacent and a brake (15) is placed between said drive motor (1) and said reduction steps (3, 11).

2. Final drive according to claim 1, characterized in that a wheel bearing (13) for absorbing the wheel forces is situated radially outside a first reduction step (3).

3. Final drive according to claim 1, characterized in that a wheel bearing (13) for absorbing the wheel forces is situated in the axial extension are of the said first reduction step (3).

4. Final drive according to claim 1, characterized in that the mounting pad (6) of said drive motor (1) is situated on said reduction steps (3, 11) in the area of a load active line (7) of the wheel.

5. Final drive according to claim 1, characterized in that the radial forces act upon a housing (4) of said drive motor (1).

6. Final drive according to claim 1, characterized in that said drive motor (1) is an electromotor with an active length similar to the diameter of the air gap.

7. Final drive according to claim 1, characterized in that a seal (8) is situated between a non-turnably retained part (5) and the wheel hub (9) of the radial extension of the brake disk.

8. Final drive according to claim 1, characterized in that a non-turnably retained part (14) of a second reduction step (11) is connected with a non-turnably retained hub carrier (5) which is in operative connection with said wheel bearings (13) so that by fastening said non-turnably retained part (14) of a second reduction step (11) with said hub carrier (5) said wheel bearing (13) is fastened upon said hub carrier (5).

9. Final drive according to claim 1, characterized in that a wheel hub (9) has fins (15) which upon rotation of said wheel hub (9) set in motion the medium surrounding said wheel hub (9) and cools said brake (15) and/or said final drive.

10. Final drive according to claim 1, characterized in that a drive motor (1) is hydraulically cooled.

11. Final drive according to claim 1, characterized in that a ring ger (4) of a second reduction step, a non-turnably retained hub carrier (5), a wheel bearing (13) and a seal (18) are combined to form a one unit.

12. Final drive according to claim 1, characterized in that an input shaft (2) of a first reduction step (3) has a winding recess which upon rotation of said input shaft (2) delivers lubricant.

13. Final drive according to claim 1, characterized in that an input pinion of a first reduction step (3) is in intermeshing connection with said ring gear and at least two intermediate wheels.

14. Final drive according to claim 2, characterized in that a wheel bearing (13) is designed as skewed bearing in 0-arrangement.

15. Final drive according to claim 1, characterized in that the axial extension of said drive motor (1) is limited by a brake disk (15) and an actuation mechanism (23) of said brake.